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whose incompetence in dealing with the seeds
may sometimes lead to disappointing results.

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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 9th September, 1898.

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The Daily Press.

HONGKONG, October 18th 1898.

RECENTLY in the Times a telegram from
Hongkong appeared stating that all the
ports on the West River were "thrown open
to trade." We will not stop here to enquire
what the author of this understands by
"thrown open to trade," but we suspect it
is used in the same way and with equal
meaning as the expression "to trade with
the natives" which figures so prominently
in the prospectuses of African companies,
chartered or otherwise. That is to say, it
means nothing at all. Doubtless it is a fine
sounding phrase, calculated to catch the eye
of the British public, but if we mistake not
the time has come when earnest endeavours
must be made to throw some light on the
China problem by supplying those at home
with reliable information to enable them to
judge of the important issue that is at stake
in the opening of the inland waters of that
country. How important that issue is for
all merchants and manufacturers, as well as
shipowners, we endeavoured to call attention
to in our leader of April 30th last, when we
showed that the imposing of an equal tariff
on native goods, whether by land or water,
had a distinct relation to the laying down
of British goods. It is satisfactory to see
that this view of the question receives
support from so able an exponent as Mr.
BYRON BRENNAN, whose opinions all thinking
men will read with attention and interest.
Mr. BRENNAN, in his trade report for Canton,
1897, says:—"As general carriers between
two treaty ports foreign steamers have lit-
tle chance of competing against junks, es-
pecially if the ports happen to be in the
same province and at no great distance
from each other. Junk-borne goods would
probably pay less in the port of shipment
and discharge and no more. Steam-borne
cargo would pay less in both ends to the
provincial officials; and in addition a full
duty and a half to the foreign Customs,
merely for the reason that it was carried
by steamer. The consequence is that
steamers get no native cargo between ports
and they must get their freight out of foreign
goods." (The italics are ours). "This causes
the freight to be so high that the advantage
of placing steamers plying inland under the
same regulations as the coast seriously
retards the expansion of domestic trade,
and the injury thus caused will become
more apparent when, as promised, all in-
land waters shall have been opened to
steam navigation. There is obviously
something absurd in regulations which
impose an additional tax amounting to
75 per cent. on all goods carried by
steamers, as if steamers were the lux-
ury of the rich who can afford to pay
more than 'poor shipping by junk'.

It is the more satisfactory to read this
Mr. BRENNAN's view in the matter, judging
by page 80 of his "State of Trade at the
Treaty Ports of China," which says:—"It is
only where the ports are distant and
steamers come into competition that the preferential
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foreign goods have to bear a high freight if
carried in steamer, due to this cause.

We will now turn to the amended regu-
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and see how far they purpose placing the
carriage of goods under equal taxation.
When we say amended regulations we mean
as amended by the British Minister and now
issued to the various Consuls throughout
China. These amendments are practically
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So far, with the exception noted above, the
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Following down we then come to clauses
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collect, until now, he did not show that
foreign goods have to bear a high freight if
carried in steamer, due to this cause.

We will now turn to the amended regu-
lations for inland waters which are issued
and see how far they purpose placing the
carriage of goods under equal taxation.
When we say amended regulations we mean
as amended by the British Minister and now
issued to the various Consuls throughout
China. These amendments are practically
those which we published in our leader of
July 12th and it is evident, as we then said,
that "Sir CLAUDE MACDONALD is deter-
mined to put up with no evasions or
"attempted evasions of the concessions
granted to Great Britain," as was evinced
by the insertion of "small" having
reference to steamers, &c., &c. It is to be
noted, however, that the regulations pub-
lished as Customs Notification No. 498 in
the Shanghai papers under A Regulation,
paragraph 2, still stick to the "not of a
"sailing type," although there is no
mention of this in the circular despatch
from the Minister to the Consuls. Doubtless
in course of time this will be put right.
So far, with the exception noted above, the
regulations appear to be satisfactory, but it
is of course from the Supplementary Rules
published by the Customs that we gain the
most valuable information; which is, the
interpretation that will be put upon these
amended regulations and the manner in
which the Customs intend to administer
them. These, too, appear to be satisfactory
until we come to paragraph 4 of Clause 3,
which is not so clear as we should like.
It says: "Goods brought from the interior
merely for transshipment into a sailing
or river steamer are not liable to any
duty at the port except the Treaty tariff
"export duties." Now by a "sailing
steamer" is meant a vessel going to a
foreign country there is, of course, no ob-
jection to be raised, nor if it means a
coasting vessel can much be said against it,
although it seems to point to the contin-
uance of the obnoxious coast trade duty; but
with a "river steamer" it is entirely differ-
ent. If goods carried by them from a treaty
port are to be subjected to the levy of a
Treaty tariff export duty we are exactly in
the same position as we were before except
that on arrival at the terminal treaty port,
should the goods be going to one, they now
pay the half tariff export duty known as a
"coast trade" duty, but under the regulations
they will only pay the same as is
levied on goods carried in native craft—a
gain so slight as not to be worth considering.
Such, we cannot think, is intended to be
the meaning of this; but, in order that there
may be no mistake in the matter, we will
illustrate our meaning. A steamer brings
a cargo or part cargo of native produce
down from Nanning destined for Canton;
she must necessarily pay Wuchow en route.
Will she have to pay a Treaty tariff export
duty because she does so? Before the
opening of the waters these goods would
have come from Nanning to Wuchow in a
junk paying lekin en route and at Wuchow,
before entering the port. They then could
be shipped by steamer from Wuchow to
Canton, paying to the Customs a full and a
half duty for that privilege, but as they
would be subjected to more lekin at Canton
in addition, as Mr. BRENNAN points out,
they never are shipped by steamer, but go
by vessels which come under the lekin
authorities, which vessels may or may not
be towed by steam. It appears to us that
some clause providing for "native goods"
carried from a place inland to a treaty
port, *vice versa* and/or from one place
inland to another passing one or more
"treaty ports en route" could have been
inserted with advantage.

It is the more satisfactory to read this
Mr. BRENNAN's view in the matter, judging
by page 80 of his "State of Trade at the
Treaty Ports of China," which says:—"It is
only where the ports are distant and
steamers come into competition that the preferential
tariff concerns us, and it is an open ques-
tion whether the favoured treatment ac-
cording to junks is injurious to trade in
general." It is due, however, to the
gentleman in question to state that these
remarks referred to exports from Canton
and that he did on page 82, when dealing
with Shashi, expose the differential treat-
ment which is accorded to steam-borne
cargo versus junk; but as far as we re-
collect, until now, he did not show that
foreign goods have to bear a high freight if
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inland to another passing one or more
"treaty ports en route" could have been
inserted with advantage.

Then comes clause 5:—"Cargo shipped
"on native boats to be towed by steamers is
"to be on the same footing as regards duty
"payment as steamer cargoes." This is
satisfactory in so far as all the vessels now
employed in the carrying of native goods are
towed by launches and which carry cargo
will come under the one administration;
not as at present, where the launch comes
under the Customs and the boat towed
under the lekin, with of course the usual
result, namely, differential rates. This
still leaves it open for launches to tow
native boats and drop them just before
coming to a treaty port or inland station,
in which case the lekin will claim the boat
and her cargo as coming under them be-
cause it is not towed by a steamer, and in
this way maintain a system of differential
rates; but as the very step has been taken
of making the dues and duties
collected on domestic trade available for
provincial purposes we do not look to see
much of this, neither do we see very well
how it could be stopped, short of giving the
Customs the control of junks as well as steam
traffic. In time of course this must come.
"Cargo shipped on Native or Foreign boats
"to be towed by steamers" would be a
useful amendment.

Following down we then come to clauses
8 and 9, and it is here that we are promised
the publication of the Rules, &c., to be in
force at places where dues and duties are
payable—in other words, how much we
have to pay and where we have to pay it—
before the end of the Chinese year. It is,
however, not quite clear from these clauses
whether the official who is to be appointed
from the provincial authorities to collect
the dues and duties on provincial account
will do so on cargo going both ways, that
is, from a treaty port to an inland place, or
coming from an inland place to a treaty

port. The latter is the more satisfactory
one, but the latter appears in some degree
by page 80 of his "State of Trade at the
Treaty Ports of China," which says:—"It is
only where the ports are distant and
steamers come into competition that the preferential
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NOTICE TO CONSIGNORS

CONSIGNEES per Company's Steamer
"HYMNODON"

CONSIGNEES per Company's Steamer
"MYRMIDON"
are hereby notified that the Cargo is being dis-
charged into Craft and/or landed at the Go-
downs of the Underigned; in both cases it will
lie at Consignee's risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 15th inst.
All Cargo undisch'd after the 22nd instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 a.m. on the 22nd inst.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 13th October, 1898. [2208]

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Genuine Natural Mineral Water
Springs of the French Government

HOPITAL Diseases of the Stomach
GRANDE GRILLE Liver complaints
CELESTINS Gout, Gravel, Diabetes

VICHY-ETAT LOZENGES
with the natural salts extracted from the Waters

COMPRIMES VICHY-ETAT
Allowing any one to prepare verified
- Alkaline water at home.

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Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

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Hongkong, 31st August, 1897. 1723

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BANGKOK AND RANGOON.

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SCANTLINGS, PLANED, TONGUED, and GROOVED
BOARDS, FOR FLOORING, CEILING, WALLING,
AND TRUSS STRUTS FOR ROOFING.

PINKADOE RAILWAY SLEEPERS for all
 GAUGES.
 Rates Supplied and Orders Booked by
 JARDINE MATHESON & CO

Hongkong, 3rd May, 1895. [688]

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WANCHAI MACHINEERY GODOWNS AND-EN-
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A LARGE STOCK OF MACHINERY,
by the best English makers, always on
hand, such as Steam Steering Gear, Steam
Winches, Steam Capstans, Steam Pumps,

Steam Donkey Pumps, Hydraulic Presses,
Saw Mills, Marine Boilers And Engines,
Stationary Boilers and Driving Engines, Steel
Boiler Plates, Pig Iron, etc., etc.

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above of the complete plant of any kind of
machinery.

WM. LYSAUGHT & SON,
139, Wanchai Road.
HONGKONG 20th August 1902

HONGKONG STEAMERS.

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Activ, Danish steamer, 426, Herson, Oct. 12,
Meyer & Co

Alessa, German str., 3,312, Meyermarkts, Oct.
14, Carlowitz & Co
Ariel, Norwegian steamer, 995, Rafen, Oct. 10,
C. E. & M. Co
Ashtar, British steamer, 2,017, Esin, Oct. 12

Admiralty
 Australian, British steamer, 2,300, Helms, Oct. 15, 1891
 Gibb, Livingston & Co
 Catherine Aparar, Brit. ste., 1,731, Olifent, Oct. 15, 1891
 U. David Sassoon, Seas & Co
 Coptic, British steamer, 2,714, Sealby, Oct. 13, 1891
 O. & O. S. S. Co
 Dogmar, Norwegian str., 921, Neiffsen, Oct. 2, 1891

Ostasiatische Handels-Gesellschaft
Donar, German str., 1,201, Andresen, Oct. 13.
Lantz, Wegener & Co
Empress of China, British str., 3,308, A. Hibald,

Oct. 5, C. P. R. Co
Fathian, British str., 1,452, J. Dick, H. C., &
M. Steamboat Co., for Canton
Formosa, British str., 698, Douglas, Sept. 25,
Douglas Lapraik & Co
Germania, German str., 1,714, Møller, Oct. 17,
Jensen & Co
Glengrye, British steamer, 2,214, Hill, Oct. 14,
P. M. S. Co.

Hailoung, British str., 783, Robson, Oct. 15,
Douglas Lapraik & Co
Haitan, British steamer, 1,183, Hull, Oct. 16,
Douglas Lapraik & Co

Hankow, British ste., 2,225, C. V. Lloyd,
Battersfield & Swire, for Canton
Hanoi, French steamer, 750, Messard, Oct. 16,
A. R. Marty
Hennepin, British steamer, 1,054, J. Smith,
H. C. & M. Steamboat Co. for Macao
Hohenzollern, German str., 2,039, Wollersdorf,
Oct. 10, Melchers & Co

Honam, British str., 1,345, W. S. Goggins, H.
C. & M. Steamboat Co. for Canton
Hongkong, French str., 639, Bastian, Sept. 30,
A. R. Marty
H. Ping, Chinese str., 1,210, Forchardt, Oct. 2

H. King, Canine str., 1336, Glasgow, Oct. 3.
 C. E. & M. Co
 Jeldore Pans, Spanish str., 525, Rosses, April 14.
 Order
 Macdoff, British str., 1882, Thomson, Oct. 13.
 Dodwell, Carilli & Co
 Memnon, British str., 825, Fullam, Oct. 11.
 Butterfield & Swire
 Monmouthshire, Brit str., 1871, Evans, Oct. 7.

Shewan, Tomes & Co.
Myrmidon, British str., 1759, Reinson, Oct. 13.
Butterfield & Swire
Nanyang, German str., 983, Lehmann, Oct. 16.

Niemann & Co
 Nippon Maru, Jap. str., 3, 522, Evans, Oct. 14,
 Toyō Kisen (Kobushiki Kaisha)
 Olympia, British str., 1, 691, Dobson, Oct. 15,
 Dodds & Carlill & Co
 Feiyang, German str., 853, Koller, Oct. 17,
 Niemann & Co
 Piccola, German steamer, 845, Haas, Oct. 14,
 Ostasiatische Handels-Gesellschaft

Pronto, German steamer, 682, Meyer, Sept. 24,
Siemssen & Co
Quarta, German str., 1,146, Johansen, Oct. 16,
Sander, Wieler & Co

Sabine Rickmers, British str., 690, Nasbat, Oct. 13.
Arnhold, Karberg & Co
Saffau, British steamer, 1,313, Lake, Oct. 9.
Jardine, Matheson & Co
Tachiro, British str., 863, Primrose, Oct. 12.
Yuan Fat Hong
Taller, German steamer, 828, Keek, Oct. 14.
Shoven, "Pomies & Co
Tallan, British steamer, 1,561, Severn, Oct. 14.

Triumph, German steamer, 1900, Dinse, Oct. 16,
Order.

Jensen & Co
Victor, Norwegian str. 532, Serjison, Oct. 15,
Qataristische Handel-Gesellschaft
Yikano, British steamer, 887, Muja, Oct 8